

## § 447.12

methods of analysis set forth in 40 CFR part 401 shall apply to this subpart.

### **§ 447.12 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.**

Except as provided in §§ 125.30 through 125.32, any existing point source subject to this subpart shall achieve the following effluent limitations representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available (BPT): There shall be no discharge of process waste water pollutants to navigable waters.

[60 FR 33970, June 29, 1995]

### **§ 447.13 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.**

The following limitations establish the quantity or quality of pollutants or pollutant properties which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable: There shall be no discharge of process waste water pollutants to navigable waters.

### **§ 447.14 [Reserved]**

### **§ 447.15 Standards of performance for new sources.**

The following standards of performance establish the quantity or quality of pollutants or pollutant properties which may be discharged by a new source subject to the provisions of this subpart: There shall be no discharge of process waste water pollutants to navigable waters.

### **§ 447.16 Pretreatment standards for new sources.**

Any new source subject to this subpart that introduces process wastewater pollutants into a publicly owned treatment works must comply with 40 CFR part 403. In addition, the following pretreatment standard establishes the quantity or quality of pollutants or pollutant properties controlled by this section which may be discharged to a

## 40 CFR Ch. I (7–1–14 Edition)

publicly owned treatment works by a new source subject to the provisions of this subpart: There shall be no discharge of process water pollutants to a publicly owned treatment works.

[60 FR 33970, June 29, 1995]

## **PART 449—AIRPORT DEICING POINT SOURCE CATEGORY**

### **Subpart A—Airport Deicing Category**

Sec.

449.1 Applicability.

449.2 General definitions.

449.10 Effluent limitations representing the best available technology economically achievable (BAT).

449.11 New source performance standards (NSPS).

449.20 Monitoring, reporting and record-keeping requirements.

### **Subpart B [Reserved]**

APPENDIX A TO PART 449—SAMPLING PROTOCOL FOR SOLUBLE COD

AUTHORITY: 33 U.S.C. 1311, 1314, 1316, 1318, 1342, 1361 and 1370.

SOURCE: 77 FR 29203, May 16, 2012, unless otherwise noted.

### **Subpart A—Airport Deicing Category**

#### **§ 449.1 Applicability.**

This part applies to discharges of pollutants from deicing operations at Primary Airports.

#### **§ 449.2 General definitions.**

The following definitions apply to this part:

*Aircraft deicing fluid (ADF)* means a fluid (other than hot water) applied to aircraft to remove or prevent any accumulation of snow or ice on the aircraft. This includes deicing and anti-icing fluids.

*Airfield pavement* means all paved surfaces on the airside of an airport.

*Airside* means the part of an airport directly involved in the arrival and departure of aircraft, including runways, taxiways, aprons, and ramps.

*Annual non-propeller aircraft departures* means the average number of commercial turbine-engine aircraft that are propelled by jet, i.e., turbojet

## Environmental Protection Agency

## § 449.11

or turbofan, that take off from an airport on an annual basis, as tabulated by the Federal Aviation Administration (FAA).

*Available ADF* means 75 percent of the normalized Type I aircraft deicing fluid and 10 percent of the normalized Type IV aircraft deicing fluid, excluding aircraft deicing fluids used for defrosting or deicing for safe taxiing.

*Centralized deicing pad* means a facility on an airfield designed for aircraft deicing operations, typically constructed with a drainage system separate from the airport main storm drain system.

*COD* means Chemical Oxygen Demand.

*Collection requirement* means the requirement in § 449.11 for the permittee to collect available ADF.

*Defrosting* means the removal of frost contamination from an aircraft when there has been no active precipitation.

*Deicing* mean procedures and practices to remove or prevent any accumulation of snow or ice on:

- (1) An aircraft; or
- (2) Airfield pavement.

*Deicing for safe taxiing* means the application of ADF necessary to remove snow or ice to prevent damage to a taxiing aircraft.

*FAA Advisory Circular* means a guidance document issued by the FAA on methods, procedures, or facility design.

*Heating degree day* means the number of degrees per day the daily average temperature is below 65 degrees Fahrenheit. The daily average temperature is the mean of the maximum and minimum temperature for a 24-hour period.

The annual heating degree day value is derived by summing the daily heating degree days over a calendar year period.

*Normalized Type I or Type IV aircraft deicing fluid* means ADF less any water added by the manufacturer or customer before ADF application.

*Primary Airport* means an airport defined at 49 U.S.C. 47102 (15).

### § 449.10 Effluent limitations representing the best available technology economically achievable (BAT).

Except as provided in 40 CFR 125.30 through 125.32, any existing point source with at least 1,000 annual non-propeller aircraft departures must comply with the following requirements representing the degree of effluent reduction attainable by the application of BAT. The BAT requirements for point sources with less than 1,000 annual non-propeller aircraft departures are beyond the scope of this regulation and shall be determined by the permit authority on a site-specific basis.

(a) *Airfield pavement deicing*. There shall be no discharge of airfield pavement deicers containing urea. To comply with this limitation, any existing point source must certify annually that it does not use airfield deicing products that contain urea or alternatively, airfield pavement discharges at every discharge point must achieve the numeric limitations for ammonia in Table I, prior to any dilution or commingling with any non-deicing discharge.

TABLE I—BAT LIMITATIONS

Wastestream	Pollutant	Daily maximum
Airfield Pavement Deicing .....	Ammonia as Nitrogen .....	14.7 mg/L.

(b) [Reserved]

### § 449.11 New source performance standards (NSPS).

New sources with at least 1,000 annual non-propeller aircraft departures must achieve the following new source performance standards. The new source performance standards for point sources with less than 1,000 annual non-

propeller aircraft departures are beyond the scope of this part and shall be determined by the permit authority on a site-specific basis.

(a) *Aircraft deicing*. Except for new airports located in Alaska, all new sources located in an area that, at the time of construction, had more than 3,000 annual heating degree days, and are estimated, within five years of